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SKIP TENDER HAS HIS BACK BROKEN

A more frightful experience than that which befell John Whalen skip tender at the Johnnie mine, at 3 o'clock Monday morning is hard to imagine.

He was alone on the 900-foot level and was

He gave the usual three bells, the preparatory signal to hoist, followed immediately by the one bell signal on which the engine started the hoist. Whalen it seems had the habit of giving the signal first and stepping on the skip afterwards. This time he delayed a fraction of a second too long and fell beneath the skip as it started. The heavy skip doubled his body under it like so much paper, passing entirely over the unfortunate man. The frightfully mutilated body fell back into the sump a few feet below. Although his back was broken, the spinal cord being entirely severed and his ribs torn from the spine and the bones of the chest and back frightfully crushed, he never for a moment lost consciousness, and was able to make superhuman efforts to place a canteen which he was carrying under his chin and so kept his head above water.

The engineer on the surface, noticing the shock when the skip was thrown from the track at once stopped the drum, fearing that disaster had overtaken his comrad. Being alone, he was obliged to make the decent by means of the ladders, 900 feet, so that it was nearly 45 minutes before he reached Whalen. Securing hold as soon as possible the engineer finally succeeded in getting Whalen to the surface.

An automobile was at once dispatched to Vegas for surgical aid, and being delayed by the terrible condition of the roads after the rains, did not reach Vegas until Monday evening. As soon as possible Dr. Martin was on the way back to Jonnie in the auto, arriving there at 6 o'clock Tuesday morning. In the meantime the injured man suffered the most frightful agony and only by administering opiates was it possible to give him any relief. Then on a stretcher held by four men, in order to lessen the shock, the injured man was carried in a wagon 14 miles to the railroad thence by rail to Las Vegas, the train being delayed by the wash-out and not arriving until 10:30 in the evening.

Whalen is 61 years of age, and came from Newark, N. J. where are supposed to be relatives he has not seen for 40 years.—Las Vegas Age.

HUMBOLDT WATER RIGHT

Assistant State Engineer J. R. Van Nagel arrived this morning. He is looking after the adjudication of the Humboldt river water rights. He says that the irrigators generally are co-operating with the state engineer's office in making this determination; that Cultural maps of the irrigated lands are being filed; that the offices is anxious to get these maps filed as rapidly as possible so that the further work of adjudication can be carried on without delay; that several of the irrigators along the river, below Beowawe are now having their lands surveyed.

The determination of these water rights will be of immense benefit to this locality and will no doubt increase the value of the ranches, as well as serve to settle many long standing difficulties.

BANK STATE CASE STILL FOOLS THE PEOPLE

Yesterday the proceedings of the State Bank case were enlivened by some gentlemanly tiffs between the attorneys. Receiver Wildes was upon the stand telling what

objected to the volubility of the witness, Attorney Mack stated that the witness was testifying just as he had instructed him to and then the Court took a hand in the matter and stated that he would insist that the question and nothing else be answered. Wildes apologized for his slip of the tongue and the case continued.

The books of the historical Bullion Bank were brought into court yesterday and brought back memories of the past to the old timers who remember the battles that were fought. There is many a skeleton in the State Bank closet that has not had an airing yet but will come to light some day.—Carson News.

FOWLER FINALLY FLIES

Aviator Fowler made an unsuccessful attempt to cross the Sierras this morning. The story is told in the following dispatches:

Reno, Nev., Sept. 23, 1911 Independent, Elko, Nev.

Fowler left Colfax this morning at 8 o'clock and was reported over Blue Canyon at height of 4000 feet and still climbing. He made the distance between Colfax and Blue Canyon at rate of about a mile a minute.

Gazette.

Reno, Nev., Sept. 23, 1911 Independent, Elko, Nev.

Fowler was forced to turn back at Blue Canyon and landed at Colfax at 8:55.

Gazette.

Reno, Nev., Sept. 23, 1911 Independent, Elko, Nev.

Fowler says engine is not strong enough to carry him over the summit. Will put in new engine and resume flight Monday morning.

Gazette.

The last dispatch was received at 10:43 this forenoon.

MCKENZIE ACQUITTED

The case of the State against W. S. McKenzie, the barkeeper at the Railroad Hotel at Carlin, charged with selling whiskey to Max Sperlich, a boy 15 years of age, was tried before Judge Klatt and a jury this forenoon and the defendant was acquitted. The State was unable to produce any direct evidence against the defendant. The boy swore that he drank the whiskey the men at the bar left in their glasses when the barkeeper was not looking. He convinced the jury that he was lying, but they had no evidence upon which they could find McKenzie guilty. Several of the jurors told the writer that they believed him guilty, but could not find a verdict against him on the evidence.

It is too bad that men can commit this offense and go free from punishment because of the failure of witnesses to tell what they saw and know.

The boy struck the writer as being on the down grade with an ambition to be a hoodlum. A good dose of slipper administered with a strong heavy hand might bring him to his senses.

Therofield Dozar, a man 80 years of age who claims to be a grand army veteran, has been arrested in Reno twice within a week for drunkenness. If age brings wisdom, Dozar should know better than to look upon the wine when it is red.

WESTERN PACIFIC EARNINGS GROW

That the Western Pacific is beginning to show revenues and that it is increasing the volume of business is evident from the following dispatch from New York:

In July, the first month in which the Western Pacific has been considered on an operating basis, it reported gross revenues of \$422,084. This may be considered a fair volume of traffic for a new line, recently built, through an undeveloped country and under the present necessity of depending for its earnings almost wholly upon through traffic between terminal points.

In the second month of current fiscal year it improved upon the showing made in July, which ratio of improvement appears to have been continued in September over the showing made in August. In August, officials estimate, it earned gross revenues of \$495,000, a gain of \$70,000 over July. In September, on basis of traffic for the first ten day, the company is expected to be able to report gross earnings of not less than \$525,000 or a gain of \$30,000 over August and one of \$100,000 over July.

Officials state that interchange business at Salt Lake between the Denver & Rio Grand and Western Pacific moving both east and west has in the past two weeks been the heaviest experienced since the Western Pacific first commenced through operations more than a year ago.

On basis of interchange basis since July 1 last a Denver official estimates that gross revenues from Western Pacific business in the current fiscal year will bring in \$2,500,000 to the Denver alone. The Western Pacific gross revenues the coming year, if traffic is maintained on present basis, and allowing for some falling off in winter months, will aggregate between \$5,000,000 and \$6,000,000, and available net earnings for fixed charges will be over \$1,250,000.

In July traffic and transportation expenses, which enter into the cost of conducting transportation, represented 45.4 per cent of gross revenues. The company spent 23.3 per cent of gross revenues on maintenance of way and equipment and taxes took up 3.3 per cent total revenues.

HOW TO LEARN TO FLY

Where can I buy an aeroplane, and what will it cost me?

New machines cost from \$5,000 to \$7000, although the Santos Dumont Demoiselle can be bought for \$1,200. In importing machines in to this country there are extra charges, duty, freight, etc., which amount to 50 per cent of the original cost. So much for the machine.

But this is not all. You must be prepared to take lessons in flying and spend as much time as may be necessary to become proficient. Mr. Farman has said that the aeroplane breakage made by the average man in learning to fly amounts to nearly \$2000 and that to avoid danger and to prevent accidents a man should have at least sixty trips in the air under the instruction of a competent teacher before he takes control of the machine himself.

Regular schools have been established abroad at Chalons, Pau, Buc, Etampes, Mourmelon, Lyons, Juvisy, Issy and Monzon. Hundreds of flights are being made every week.

Wednesday's Tribune says that all sorts of rumors are flying around Sparks as to the labor difficulties. The latest is that the shopmen will walk out today or tomorrow.

GOOD NEWS FOR ELKO

ARTISIAN WATER STRUCK BY WESTERN PACIFIC

The best news Elko has had for a long time was given to them this forenoon, when a flow of water was struck in the well being driven by the Western Pacific between its shops and the round-house.

The reporter made a trip to the well this afternoon and learned the following facts from Foreman James Nutley:

Last night when work stopped there were no signs of water, except surface water, in the well. This morning at 8:30 o'clock he dropped the pump down to clean out the well before starting the drill. The second time he raised the pump he was surprised to find that it had started a flow of water. The water filled a pipe eleven and five-eighths inches in diameter and flowed over the top at the rate of two or three gallons a minute. The flow continued steadily at that rate and was still coming when the reporter was there at 3 o'clock this afternoon. The top of the pipe is ten or twelve feet above surface water level.

The water was struck in a conglomerate formation, resembling soapstone, at a depth of 350 feet. The drill had been in this formation for about 25 feet. Mr. Nutley expects to resume drilling some time tomorrow afternoon and to go through the present formation. This he is quite sure will tap a heavier flow and make the well the biggest kind of a success.

The water now coming out of the pipe is naturally muddy. It has a temperature of 78 degrees. The present flow will not be sufficient for the Western Pacific, but it will doubtless increase as greater depth is attained.

The well is being drilled by the Linscott Drilling Company of Oakland.

CRIME AMONG WOMEN

Some rather startling statistics of crime committed by women have been made public at the annual conference of the American Institute of Criminal Law and Criminology by its president, William Nathan MacChesney. It appears from Mr. MacChesney's figures that women commit 70 per cent of poisonings; this crime and infanticide are increasing. Only 10 per cent of the crime in America is committed by women, while in Great Britain, one to every 750 here being classed as criminal, against one to every 1764 in Great Britain.

Habitual crime appears to be increasing among women, one-seventh of the number of women committed to prison having already been committed eleven to twenty times. The inference is that modern civilization is producing a distinct class of women, as a result of the greater economic and social freedom acquired by the sex.

Perhaps the formation of such a class is one of the inevitable results of a complex civilization; perhaps it is one of the penalties of freedom. We cannot believe, however, that women are anymore criminally minded than they were when their life and work were confined to the home; many offenses now classed as crimes were not then made public when committed by the sex.

The race is going forward, not backward, individually and socially. Statistics must be carefully scrutinized and used with caution. Stricter enforcement of laws, better detection of crime and more complete registration of offenses may account for the so-called increases. Yet it is not to be denied that there is too much crime, by men and by women especially in the United States.—Tonopah Banner.

DR. WICHMAN BURNED FIGURES ON CONVICTS HEAD

Dr. Wichmann, who for many months was a trustee in the hospital, has now been placed at menial work as punishment for a trick which he played upon one of the negro convicts a month or more ago. It appears that the "shine" was troubled with nervous affection and kept going to the hospital for treatment. Wichman got tired of his visits and one day painted the figures "13" upon the forehead of the negro with carbolic acid. The negro did not know what was done and believed the burning was part of the treatment for his cure. It was only a short time until the figures showed plainly upon the head of ebony convict and the joshing of his mates has kept him in hot water.

Wichman was taken from the hospital in punishment for his act and is now one of the "bucket brigade" of the prison. A taste of the dungeon was given him to bring him to his senses.—Carson News.

THE TARIFF BOARD

We have heard a great deal lately about the tariff board appointed by President Taft and for whose report he is waiting. He vetoed the tariff bills passed at the extra session of congress because the democrats and insurgent republicans refused to wait for the board's report. He couldn't sign the bills to reduce the cost of living because his tariff board had not reported.

To show the character of the board upon which the president relies so much the following history of the tariff board is interesting. Is it strange that in the light of that history the democrats and insurgents refused to wait? Read the board's history and form your own conclusions on the reasons given by President Taft for vetoing the tariff bills:

The tariff board was created Sept. 26, 1909. On June 7, 1911, 21 months later, congress called for whatever data the board had collected on wool, and was informed the board had nothing to report. What was the tariff board doing during these 21 months?

Soon after the appointment of the board, its chairman Henry C. Emery established head quarters in the private residence of Frederick Hale, son of Senator Eugene Hale of Maine who has been known for years as one of the most powerful defenders of ultra protection. In October, 1910, it was announced that "the work of the tariff board" was to be boomed at a series of banquets. For three months the banqueting campaign occupied the time and attention of the board. Among the hosts was the Arkwright club, the leading association of high protection manufacturers of the country. Then on Feb. 1, 1911, Chairman Emery was the guest of the National Association of Wool Manufacturers—the wards of Schedule K—with William M. Wood on one side and Vice President F. S. Clark on the other.

The plan finally adopted for estimating costs is the plan which, at this dinner, Emery was advised to adopt.

And this is the board for whose report all tariff revision must be held up!

It has been a mystery for some time in the Oregon penitentiary how some of the convicts secured whisky, but it has now been solved. One of the prisoners, a Kentucky mountaineer, rigged up a scheme in his cell, whereby from the prison allowed, he was distilling a limited amount, but very powerful moonshine whisky. One drink was enough to make a man drunk.

RELICS FOUND IN HUMBOLDT GUANO CAVE

Relics of the grim tragedy of the guano cave have been unearthed by workmen who have been engaged in sacking the guano material for shipment to California.

Some weeks ago, as was announced in the Tribune the new industry of gathering and shipping guano had been started in Lovelock. This guano is located in a big cave in the mountain side about ten miles below Lovelock.

Hundreds of years ago, it was the living place of millions of bats and other winged creatures and the excrement that was deposited by them lines the walls and floor of the cave for a great depth. There is estimated to be several hundred tons of this guano in the cave.

For some time workmen have been engaged in sacking the guano and getting it ready for shipment to California where it brings a price of \$40.00 a ton.

While digging out the guano, the men came across a number of skeletons of Indians, also some moccasins, and other Indian apparel of the early day red men. The moccasins are made of tules in the fashion of the red men of the days before the advent of the white men.

According to an Indian legend, that has been handed down by the present tribe of Indians living in Lovelock an Indian battle between two tribes took place in the vicinity of this cave. One band vanquished the other, and the conquered tribe, hotly pursued, retreated into the cave. The victors closed in on the cave, walled up its entrance, and building a big smudge in its mouth smoked the imprisoned foes to death.

The legend seems to be true, judging from the finding of the Indian relics buried deep in the guano material.

J. H. Hart, one of those interested in the project came to town yesterday and had with him a number of relics dug from the old cave. These were made from tules and willows woven together and were in a fairly good state of preservation. The men have not yet reached the bottom of the guano, and it is expected as the sacking of the material progresses that many more relics and skeletons will be uncovered.—Lovelock Tribune.

DANGEROUS MAIL CARS

A complaint of the railway clerks is the condition of the mail cars. These are rented from the railroads at an annual average for rent and hauling of \$4,050 for a car which costs \$6,000 to build. Last year's appropriation bill contained a clause designed to enforce proper sanitary conditions in these cars. In October, 1911, "The Harpoon" sent out to the clerks a carefully worked out questionnaire in regard to sanitation. Replies were received from 140 full cars and 500 apartment cars, and the results as presented in congress show that 90 per cent of these are regarded by the men as insanitary and unclean. Only five per cent of the total number have flushed toilets, and very few of the toilets are inclosed.

But danger of death is even worse than insanitary conditions. In the railway mail service figures for 1910 show 24 killed and 617 injured, 98 of the latter seriously. Injuries to clerks traveling in wooden cars are much more frequent than in steel or steel underframe cars, and yet according to the reports of the second assistant postmaster, more than half of the 1,114 mail cars at present in use are wood. A very frequent practice of the railroads is to wedge wooden mail car in between steel cars with the result that even in accidents where little injury is done to the whole train the mail car is smashed by the weight of the cars at each end of it.—The Survey.

THE MAINE DESTROYED BY OUTSIDE EXPLOSION

A Havana dispatch of the 25th says:

The Maine was destroyed by an external explosion. There is no longer any doubt as to the manner in which the United States battleship was sunk in this harbor on the night of February 15, 1898.

The cofferdam about the wreck has been pumped out, and the mud cleared away to a greater extent than ever before. The clearing away of the wreckage reveals the double bottom of the ship with part of the keel standing in perpendicular position some twenty-eight feet higher than the natural position.

This probably confirms the report and testimony which Ensign Powelson gave before the investigating board after the disaster, and which was based upon reports made to him by divers just after the explosion.

It is the confirmed belief that such a tearing of the ship's bottom could not have been produced by an inner explosion. It is further said that no regulation military mine could have wrought such terrific havoc. It must have been a huge mine, as Captain Sigbee suggested at the time, perhaps, a sugar mill boiler, or a large cask loaded with explosives.

INTERESTING FACTS

The American cowboy hat is not American after all. Excavations in Crete have disclosed specimens of these hats which were worn by Cretan women about 2,000 years ago.

The production of oil fields between Tampico and Tuxpan, Mexico, is 100,000 to 110,000 barrels daily, of which about 40,000 are being lost for want of storage facilities.

The state of Wisconsin will engage in the annuity of life insurance business after next year. The state insurance commissioner will have charge of the business. Life insurance policies will range from \$500 to \$3,000.

Memorials to Augustus Toplady, who wrote "Rock of Ages," are to be erected in the Devonshire parishes of Hartford and Fen Ottery, of which he was vicar from May 1766 to April 1768.

The word yeggman is said to have originated from the criminal exploits of John Yegg, who, according to criminal tradition, was a Swedish desperado who operated in the Pacific coast states in the late seventies.

The Ohio river claims among its treasures the Jenny Lind rock. The singer was a passenger on a steamer which struck on a sand bar near the rock, and while waiting for the boat to be floated Miss Lind had boatmen row her out to the rock, where she stood alone and sang a song.

Salt has been the cause of wars, and so important has it always been considered that in some places the passing of salt is established as a token of friendship and women throw salt on a visitor as a friendly greeting. In some countries salt is so scarce that it is obtained through the ashes of grasses and a species of palm and other plants.

There comes to Europe and the United States each year about forty thousand bales of raw silk from Canton, China. The average weight of such a bale is 106 pounds, and in 1910 the average price a bale was \$357.55. We import more of this commodity than any other country, and we have more mills engaged in the silk industry than any other land.

Interesting Suicide Fact. Fifty-seven unmarried people commit suicide to only 43 married.